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10/13/99**POLLUTION REPORT****I. HEADING****Date:** October 13, 1999**Subject:** Industrial Highway/Gary Municipal Airport Oil Release Site,  
Gary, Lake County, Indiana**From:**

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**POLREP:** #4 - (Reporting period 6/12/99 thru 10/11/99)**II. BACKGROUND****CERCLIS ID No:** IND067469437**Site No:** Z590**FPN:** 098022**IAIG No:** RW69947898-01-0**ID No:** 99HR05F50203D**Start Date:** 4/7/99**Completion Date:** N/A**USGS Hydro Unit:** 04040001**Task Order No:** 9801-05-025**Response Authority:** OPA Fund-lead**NPL Status:** N/A**State Notification:** IDEM**Mobilization Date:** 4/8/99**Action Memo Status:** N/A

### III. SITE DESCRIPTION

**A. Incident Category:** Time-Critical Removal Action - Oil Release Hazard

**B. Site Location:** Gary, Lake County, Indiana  
LAT: 41° 37' 13" North; LONG: 87° 25' 14" West

#### 1. Site Description:

A ditch system which drains portions of the Gary/Chicago Municipal Airport and surrounds the periphery of this airport contains excess amounts of oil and oily products on the western edge of this facility. The ditch system contains water, at depths of one foot to six feet, in it throughout the year and it empties, through a series of culverts and inverts, into the Grand Calumet River which flows at the southern most boundary of the airport, and it articulates with an identified natural wetlands area. The source of the oil may be from the past operations of an oil refinery located on the opposite side of the Elgin, Joliet and Eastern Railroad (EJ&E) tracks to the west of this site. Oil has been and continues to accumulate along the western leg of this ditch creating a release hazard which imminently and substantially endangers the riverine environment of the Grand Calumet River.

#### 2. Description of threat:

Extensive oil and free phase petroleum product releases, accumulation and contamination in the ditch over an approximate 1700 linear ft. area distance flowing in the immediate direction of the Grand Calumet River. Likewise, a natural wetlands area with varied species of wildlife is potentially impacted by this oil release hazard.

#### C. Preliminary Assessment

The release hazard was initially documented in U.S. EPA site assessment reports prepared in 1992. The oil product release hazard was addressed by an intricate pump and treat system as an oil and water separator. The system was shut down in the summer of 1995, and did not become operational again until September 1999 when it was serviced and reactivated. Overall efficiency of the existing system needs to be evaluated insofar as its ability to remove oil and hydrocarbon products, and its apparent capability to discharge "treated water" to the groundwater. Extensive seeps and oily free phase product releases have been continuous in the subject ditch system and into adjacent areas to the west and south of the site, and were addressed during our initial mobilization which commenced on 4/8/99.

### IV. RESPONSE INFORMATION

#### A. Situation

Refer to POLREP #3, dated 6/14/99, for a summary of response actions conducted from 4/7/99 to 6/11/99.

## **1. Current situation and status of response actions:**

The State of Indiana Department of Environmental Management (IDEM) issued a permit for a dredging contractor company to undertake and remove debris and excess sediments from the ditch system, save the +/- 1700 linear ft. portion which is the subject of this removal action and contains the majority of the oil and free phase petroleum product, in order to remove obstructions, to increase flow rates, and enhance drainage capabilities of the ditch. This effort began on 4/26/99 and was completed on 6/9/99.

On 9/16/99 U.S. EPA contractor personnel mobilized to the site to service, troubleshoot, and reactivate the existing on-site oil/water separator system. Waste oil/water was pumped out of the oil/water separator tank and the water discharge tank into a vac truck, and the two tanks were steam cleaned. On 9/24/99 the system was once again running and treated water was being discharged to the groundwater. High level alarms/shut-off valves for emergency purposes of overflow were installed. The discharge line running from recovery well #2 to the oil/water separator tank was dug up and replaced because of blockage in the line. An office trailer and a break trailer were mobilized to the site. Two additional recovery wells were constructed: recovery well #3 to the south of recovery wells #1 and #2; and recovery well #4 located along the ditch to the east. Both new recovery wells are to be integrated with the existing system. As of 10/7/99 approximately 1900 gallons/day of treated water was being discharged. Periodic boom inspection, maintenance, and replacement continues to be conducted, as well as ongoing O&M and system upgrades, and proving out of the system.

## **B. Planned Removal Actions**

After consultation with our agency's ERT oil and hydrogeologic experts to determine the source, extent of contamination, and a long-term strategy for correction of this environmental pollution hazard, the OSC has devised a practical and viable removal solution plan which he has presented to the USCG NPFC for an amendment to the current IAG to fund this strategy for preventing oil from further release. The USCG has approved the amended IAG to fund this removal action as of 7/19/99.

Planned consultation with the Natural Resources Trustees representatives are pending to determine ecological concerns and potential impacts, whether short-term or long-term beneficial, from the current conditions at this site upon the wetlands areas which bound the locale of the oil release hazard. Discussions with local environmental groups relating to ecological hazard reduction continues.

Newly developed Recovery wells #3 and #4 are currently being integrated with the existing product recovery system. Also, a proposal to install an FAA approved culvert pipe in the ditch system is presently being considered in terms of long-term environmental benefit by the OSC. Further, a means of diversion and treatment of the oil contaminated water in the ditch is being devised now. Excavation of approximately 8000 yd<sup>3</sup> of oil contaminated soil from the ditch may occur by early November 1999.

**C. Key Issues**

1. Determination of responsible party for generating the uncontrolled oil release product which enters the site.
2. Installation of an FAA prescribed 36" x 500' or possibly 48" x 1000' culvert in ditch may be responsibility of Gary Regional Airport Authority as a permanent structure and appurtenance to long-term airport runway upgrade. The administrative process continues.

**V. COSTS****Extramural Costs:**

Total Cleanup Contractor Costs	\$ 140,588.
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START	\$ 11,082.
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<b>TOTAL, EXTRAMURAL COSTS:</b>	<b><u>\$ 151,670.</u></b>
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**Intramural Costs:**

Direct Costs (Region, HQ, ERT)	N/A
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Intramural Indirect Costs	N/A
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<b>TOTAL, INTRAMURAL COSTS:</b>	<b>N/A</b>
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<b>TOTAL SITE COST</b>	<b>PENDING</b>
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<b>PROJECT CEILING</b>	<b>\$ 620,000.</b>
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<b>PROJECT FUNDS REMAINING AS A PERCENTAGE</b>	<b>24%</b>
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\* The above accounting of expenditures is an estimate based on amounts known by the OSC at the time of preparation of this report. The cost accounting data shown in this report does not necessarily represent the exact monetary figures which the U.S. Government may include in any claim for cost recovery.

**VI. DISPOSITION OF WASTES**

<u>Wastestream</u>	<u>Date</u>	<u>Quantity</u>	<u>Containment</u>	<u>Disposal</u>
Oil/Water Solution	9/22/99	1,350 Gal	Vac. Truck	Beaver Oil, Gary, Ind.